



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LAKEVILLE, MN	<b>Accident Number:</b>	CHI92LA036B
<b>Date &amp; Time:</b>	12/01/1991, 1520 CST	<b>Registration:</b>	N52762
<b>Aircraft:</b>	CESSNA 177RG	<b>Injuries:</b>	1 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PILOT OF A HIGH WING, SINGLE ENGINE AIRPLANE WAS FLYING A PUBLISHED ILS APPROACH AS GUIDANCE TO A RUNWAY HE INTENDED TO LAND ON. THE PILOT STATED THAT HE ANNOUNCED HIS POSITION THREE TIMES DURING THE APPROACH. THE PILOT STATED THAT HE HEARD THE PILOT OF ANOTHER AIRPLANE ANNOUNCE HIS POSITION ON BASE LEG FOR THE SAME RUNWAY HE WAS INTENDING TO LAND ON. HE STATED THAT HE COULD NOT SEE THE OTHER AIRPLANE AND DID NOT ASK THE PILOT OF THAT AIRPLANE TO RE-STATE HIS POSITION. HE CONTINUED INBOUND AND, DURING THE FLARE FOR LANDING, A LOW WING AIRPLANE LANDED ON TOP OF HIS AIRPLANE. AN ON-SCENE INVESTIGATION REVEALED THAT BOTH AIRPLANES WERE WHITE IN OVERALL COLOR WITH DARK TRIM. THE TERRAIN BOTH AIRPLANES WERE OPERATING OVER WAS SNOW COVERED.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF BOTH PILOTS TO MAINTAIN VISUAL SEPARATION FROM EACH OTHER. CONTRIBUTING FACTORS TO THIS ACCIDENT WERE AN INADEQUATE VISUAL LOOKOUT BY BOTH PILOTS AND THE PILOT-IN-COMMAND'S FAILURE TO FOLLOW PROCEDURES AND DIRECTIVES.

## Findings

Occurrence #1: MIDAIR COLLISION  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. TERRAIN CONDITION - SNOW COVERED
2. (F) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (F) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. (C) VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND
5. (C) VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
6. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Findings

### 7. TERRAIN CONDITION - RUNWAY

#### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	32
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	2300 hours (Total, all aircraft), 61 hours (Total, this make and model)		

#### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N52762
<b>Model/Series:</b>	177RG 177RG	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	AIR LAKES AERO INC.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	I0-360
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

#### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MSP, 840 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	17 knots / , 290°
<b>Temperature:</b>		<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MINERAL PIONT, WI (C32)	<b>Destination:</b>	

#### Airport Information

<b>Airport:</b>	AIR LAKES (Y12)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	29	<b>Runway Surface Condition:</b>	Ice
<b>Runway Length/Width:</b>	4098 ft / 75 ft		

#### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Minor, 1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): Frank S Gattolin Adopted Date: 01/22/1993

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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